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STAT

Central Intelligence Agency

Washington, D.C. 20505

28 September 1984

File:

Enclosed is a packet of information for your review in preparing for the next meeting of the CIA Traffic Advisory Committee. The purpose of the next meeting will be to reach consensus on which of the two surviving designs for Route 123 improvements should be implemented to accommodate the CIA expansion.

The preliminary design report enclosed contains the design development of the six-lane proposals originally put forward last spring and rejected by the Agency. Appended to the report is a supplement that reflects the effects of the traffic management agreement that has been negotiated between CIA and the Virginia Department of Highways and Transportation (VDH&T) during the summer.

Also enclosed are copies of correspondence exchanged between Fairfax County and VDH&T officials during the negotiations that are provided to clarify the intent and longer term implications of the traffic management agreement.

To place this information in the context of the total transportation plan for CIA expansion, the following points are restated:

1. In addition to the Route 123 improvements, the CIA is working with the Park Service and the Federal Highway Administration to improve the George Washington Memorial Parkway exit from the CIA compound. Design improvements recommended by Dewberry and Davis are currently under design, and construction is planned for 1986.

2. While not indicated or recommended by the Dewberry and Davis analysis, the CIA is pursuing with VDH&T construction of a modification to the I-495, eastbound Parkway interchange that should provide some interim improvements in utilization of the eastbound Parkway during the a.m. peak hour. VDH&T have stated that they are prepared to undertake design and construction if Federal funding can be provided, and CIA has agreed that funding will be sought.

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3. Route 193 safety improvements in the Langley Forks are now scheduled for design and construction in the 1986-87 timeframe. These improvements will be funded by the State.

4. The CIA has agreed to implement an additional visitor checkpoint at the Parkway entrance. This added checkpoint will make it possible to direct most of the private automobile traffic associated with Agency visitors away from the Route 123 entrance. This additional construction is now under design and is planned to be completed in 1987.

It is recognized that the two preliminary designs as depicted in this design report do not reflect all the design concerns expressed by Committee members. There have been requests for berms and signage programs that are beyond the level of detail possible at the preliminary design stage. This level of concern cannot adequately be dealt with until the final detailed design phase. An estimate of the signage program required by each alternative is enclosed. This has been prepared to give Committee members a feeling for the magnitude of the signage problem, but must be accepted for what it is, an estimate of the final design based on the consultant's past experience.

The expectation is that the next Committee meeting will result in selection of one of the two alternatives accompanied by a list of design concerns left to be dealt with during final design. The Traffic Advisory Committee will continue to function throughout the design effort by reviewing design development at predefined milestones.

It is requested that community representatives contact the Chairman after community views have been formulated. The Chairman will then schedule a Committee meeting.

Sincerely,

STAT

Chairman
CIA Traffic Advisory Committee

Enclosures
1. Preliminary Design Report
2. Roads Correspondence
3. Signage Program Estimate

Distribution:
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Advisory Committee (w/encs) on bccs only

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CIA Traffic Advisory Committee Members

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